ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 432125-, Dougherty County
BRST-093-1(44)
SR 133 over Georgia-Florida Railroad-
Bridge Replacement

OFFICE Preconstruction

DATE July 9, 2007

FROM Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT **APPROVED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Michael Henry
Keith Golden
Babs Abubakari
Angela Alexander
Paul Liles
Joe Sheffield
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 432125-, Dougherty County
BRST-093-1(44)
SR 133 over Georgia-Florida Railroad-
Bridge Replacement

OFFICE: Preconstruction

DATE: June 29, 2007

FROM: Genetha Rice-Singleton, Assistant Director of Preconstruction

TO: David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT: ***PROJECT CONCEPT REPORT***

This project is the replacement of the southbound bridge on SR 133 over the Georgia-Florida Railroad in Albany, Georgia. Currently, SR 133 within the project limits consists of two, 12' lanes in each direction separated by a flush median. The bridges are individual structures. The route is classified as a rural minor arterial and is a component of the Governor's Road Improvement Program (GRIP) designated as the SR 133 Corridor. The southbound bridge received a sufficiency rating of 64 during the 2004 inventory. The original design load capacity is H-15. In accordance with DOT MOG 2405-1, the existing bridge meets the established criteria for replacement. Traffic is projected to be 15,816 VPD and 23,566 VPD in the years 2008 and 2028 respectively. The posted speed and the design speed are 45 MPH.

The project proposes to construct a new 170'x 38' concrete bridge over Georgia-Florida Railroad at the existing bridge site. The new bridge will be constructed approximately two feet higher to allow for the minimum vertical clearance above the railroad tracks of 23'. A retaining wall will be required to separate the northbound and southbound lanes traffic because of the two feet grade difference. Traffic will be maintained during construction.

Environmental concerns include requiring a COE 404 permit; Categorical Exclusion will be prepared; a Public hearing is not required; Time saving procedures are appropriate.

The GDOT Office of Bridge Maintenance has determined that the cost to repair this bridge is greater than the replacement costs. This criterion makes this project eligible for "BR" funding.

P.I. No. 432125-, Dougherty County
June 29, 2007

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C	**BR**			
And inflation)	$ 1,687,000	$ 10,120,000	LIC0	LR
	STP			
	$ 0	$ 986,000	LY10	LR
Right-of-way	$ 70,000	$ 14,000	LY10	2008
Utilities	-0-			

* Albany signed LGPA for utilities 11-28-00; Rescission letter sent to Albany 10-28-05

I recommend this project concept be approved.

GRS: JDQ

Attachment

CONCUR _____
Todd I. Long, P.E., Director of Preconstruction

APPROVED _____
David E. Studstill, Jr. P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: BRST-093-1(44)
County: Dougherty
P. I. Number: 432125

Federal Route Number: None
State Route Number: 133

Recommendation for approval:

DATE 5/29/07 ______ David A. Dawson
Project Manager

DATE 5/29/07 ______ M Bola Abdula (MH)
State Consultant Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the State Transportation Improvement Program (STIP).

DATE ______ ______
State Transportation Planning Administrator

DATE ______ ______
State Transportation Financial Management Administrator

DATE ______ ______
State Environmental/Location Engineer

DATE ______ ______
State Traffic Safety and Design Engineer

DATE ______ ______
District Engineer

DATE 6/18/07 ______ Brian K Summers KEA
Project Review Engineer

DATE ______ ______
State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: BRST-093-1(44)
County: Dougherty
P. I. Number: 432125

Federal Route Number: None
State Route Number: 133

Recommendation for approval:

DATE 5/29/07 — Project Manager

DATE 5/29/07 — State Consultant Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the State Transportation Improvement Program (STIP).

DATE _____ — State Transportation Planning Administrator

DATE _____ — State Transportation Financial Management Administrator

DATE _____ — State Environmental/Location Engineer

DATE _____ — State Traffic Safety and Design Engineer

DATE _____ — District Engineer

DATE _____ — Project Review Engineer

DATE 6/08/07 — State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: **P.I. No. 432125** **OFFICE:** Environment/Location

DATE: June 8, 2007

FROM: Harvey D. Keepler, State Environmental/Location Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: **PROJECT CONCEPT REPORT**
BRST-093-1(44) / Dougherty County
Bridge Replacement on SR 133 / Moultrie Road

The above subject concept report has been reviewed. Page 7 states that the time to complete Environmental is 16 months; this time seems long. I would think Environmental should not take more than 9 to 12 months, as long as 4(f) mentioned is avoided.

If you have any questions, please contact me at (404) 699-4401.

HDK/lc

Attachment

cc: Brian Summers
Keith Golden
Babs Abubakari
Angela Alexander
Jamie Simpson
Paul Liles

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: BRST-093-1(44)
County: Dougherty
P. I. Number: 432125

Federal Route Number: None
State Route Number: 133

Recommendation for approval:

DATE 5/29/07 _____ Project Manager

DATE 5/29/07 _____ State Consultant Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the State Transportation Improvement Program (STIP).

DATE _____ State Transportation Planning Administrator

DATE _____ State Transportation Financial Management Administrator

DATE 6/8/07 _____ State Environmental/Location Engineer

DATE _____ State Traffic Safety and Design Engineer

DATE _____ District Engineer

DATE _____ Project Review Engineer

DATE _____ State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: BRST-093-1(44)
County: Dougherty
P. I. Number: 432125

Federal Route Number: None
State Route Number: 133

Recommendation for approval:

DATE 5/29/07 _____
Project Manager

DATE 5/29/07 _____
State Consultant Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the State Transportation Improvement Program (STIP).

DATE _____ _____
State Transportation Planning Administrator

DATE _____ _____
State Transportation Financial Management Administrator

DATE _____ _____
State Environmental/Location Engineer

DATE 6-1-07 _____
State Traffic Safety and Design Engineer

DATE _____ _____
District Engineer

DATE _____ _____
Project Review Engineer

DATE _____ _____
State Bridge and Structural Design Engineer

5-29-07
WTB

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: BRST-093-1(44)
County: Dougherty
P. I. Number: 432125

Federal Route Number: None
State Route Number: 133

Recommendation for approval:

DATE 5/29/07 — Project Manager

DATE 5/29/07 — State Consultant Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the State Transportation Improvement Program (STIP).

DATE _____ — State Transportation Planning Administrator

DATE 5-30-07 — ~~State Transportation~~ Financial Management Administrator

DATE _____ — State Environmental/Location Engineer

DATE _____ — State Traffic Safety and Design Engineer

DATE _____ — District Engineer

DATE _____ — Project Review Engineer

DATE _____ — State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: BRST-093-1(44)
County: Dougherty
P. I. Number: 432125

Federal Route Number: None
State Route Number: 133

Recommendation for approval:

DATE 5/29/07 _____
Project Manager

DATE 5/29/07 _____
State Consultant Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the State Transportation Improvement Program (STIP).

DATE 6/5/07 _____
State Transportation Planning Administrator

DATE _____
State Transportation Financial Management Administrator

DATE _____
State Environmental/Location Engineer

DATE _____
State Traffic Safety and Design Engineer

DATE _____
District Engineer

DATE _____
Project Review Engineer

DATE _____
State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: **STP-093-1(44) Dougherty** **OFFICE:** Tifton
PI# 432125
Replacement of SB bridge on SR 133/Moultrie Road over the Georgia & Florida Railway **DATE:** May 30, 2007

FROM Joe W. Sheffield, P.E., District Engineer

TO Johnny D. Quarles, Project Concept Review Engineer

SUBJECT **CONCEPT REPORT SIGNATURE PAGE**

Please find attached a cover sheet for the above referenced project bearing my signature. The District supports the project and looks forward to its completion.

If you have any questions, please feel free to call me at (229) 386-3280.

JWS/bt

Attachment

c: M. Babs Abubakari, P.E., State Consultant Design & Program Delivery Engineer
David Norwood, Design Group Manager
Brent Thomas, District Preconstruction Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: BRST-093-1(44)
County: Dougherty
P. I. Number: 432125

Federal Route Number: None
State Route Number: 133

Recommendation for approval:

DATE 5/29/07 ____________________ Project Manager

DATE 5/29/07 ____________________ State Consultant Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the State Transportation Improvement Program (STIP).

DATE ____________ ____________________ State Transportation Planning Administrator

DATE ____________ ____________________ State Transportation Financial Management Administrator

DATE ____________ ____________________ State Environmental/Location Engineer

DATE ____________ ____________________ State Traffic Safety and Design Engineer

DATE 5-30-07 ____________________ District Engineer

DATE ____________ ____________________ Project Review Engineer

DATE ____________ ____________________ State Bridge and Structural Design Engineer

SCORING RESULTS AS PER MOG 2440-2

Project Number:	**County:**	**PI No.:**
BRST-093-1(44)	Dougherty	432125-

Report Date:	**Concept By:**
May 29,2007	DOT Office: Consultant Design
	Consultant—Cranston Engineering Group, PC
☒ Concept Stage	

Project Type: Choose One From Each Column			
	☐ Major	☐ Urban	☐ ATMS
	☒ Minor	☒ Rural	☒ Bridge Replacement
			☐ Building
			☐ Interchange Reconstruction
			☐ Intersection Improvement
			☐ Interstate
			☐ New Location
			☐ Widening & Reconstruction
			☐ Miscellaneous

FOCUS AREAS	SCORE	RESULTS
Presentation	100	
Judgment	100	
Environmental	100	
Right of Way	100	
Utility	100	
Constructability	100	
Schedule	100	

NOTICE OF LOCATION AND DESIGN APPROVAL

BRST-093-1(44) DOUGHERTY COUNTY
P. I. No. 432125

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is: July 9, 2007

This project consists of the replacement of the S.R. 133 southbound bridge over the Georgia & Florida Railway in Albany, Georgia located in Dougherty County. This project is located within Land Lot 227.

The existing bridge received a poor sufficiency rating of 64.31 during the 2004 Inventory. The project will include a new bridge with a length of 170 feet and a width of 38 feet. The new bridge will be constructed approximately 2 feet higher to allow for the minimum vertical clearance above the railroad tracks of 23 feet. The bridge will be constructed adjacent to the existing northbound traffic bridge close to the current location and will require a retaining wall structure to separate the northbound and southbound traffic lane approaches due to the 2-foot grade difference that will result in raising the deck elevation of the new bridge. The roadway improvements that will need to be constructed to tie the new profile into the existing profile will extend approximately 600 feet on each side of the new bridge.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Tony Cravey
tony.cravey@dot.state.ga.us
2060 Newton Road
Albany, GA 31701
(229) 430-4198

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Mohammed (Babs) Abubakari
State Consultant Design & Program
Delivery Engineer
babs.abubakari@dot.state.ga.us
No. 2 Capitol Square, SW, Room 433
Atlanta, GA 30334
(404) 463-6133

Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: BRST-093-1(44)
County: Dougherty
P. I. Number: 432125

Federal Route Number: None
State Route Number: 133

Recommendation for approval:

DATE 5/29/07 _____
Project Manager

DATE 5/29/07 _____
State Consultant Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the State Transportation Improvement Program (STIP).

DATE _____ _____
State Transportation Planning Administrator

DATE _____ _____
State Transportation Financial Management Administrator

DATE _____ _____
State Environmental/Location Engineer

DATE _____ _____
State Traffic Safety and Design Engineer

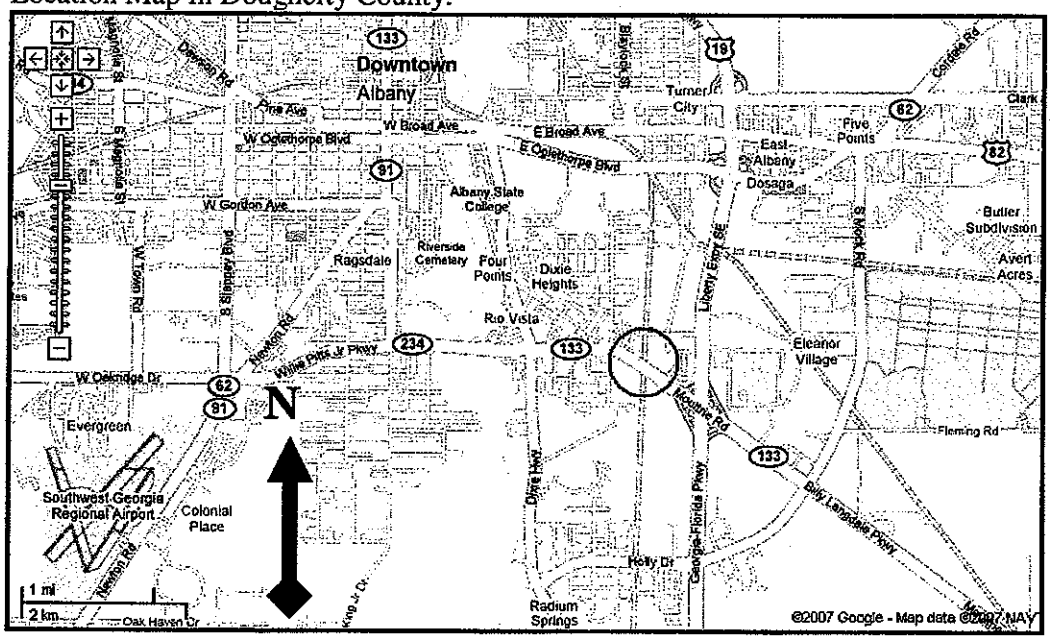
DATE _____ _____
District Engineer

DATE _____ _____
Project Review Engineer

DATE _____ _____
State Bridge and Structural Design Engineer

LOOKING NORTH

Location Map in Dougherty County:



BRST-093-1(44) DOUGHERTY COUNTY P.I.# 432125

BRIDGE REPLACEMENT ON SR 133/ MOULTRIE ROAD

Need and Purpose:

Background

State Route 133 is a major north-south route in Dougherty County which is located in south Georgia. The entire corridor extends for approximately 66 miles from the city of Albany to Valdosta. SR 133 was recently added to the Governor's Road Improvement Program and is in the Dougherty Area Regional Transportation Study's Transportation Improvement Program and Long Range Transportation Improvement Program. SR 133 is functionally classified as a rural principal arterial in the area of the proposed bridge replacement.

Existing Bridge Characteristics

The southbound bridge on SR 133 over the Georgia & Florida Railroad in Albany was constructed in 1941 and is one of two dual spans at that location. The bridge is located in East Central Dougherty County. It provides a primary east-west connection between the Liberty Expressway (U.S. Highway 19) and downtown Albany and the Southwest Georgia Regional Airport (please see location map on page two). The southbound bridge received a sufficiency rating of 64.31 during the 2004 inventory. The bridge surface width measures 24'-0", gutter to gutter, and has no usable shoulders. The posted speed limit is 45 mph.

The existing bridge superstructure is constructed of five (5) simple spans of concrete deck on steel girders and is showing signs of excessive wear. The expansion joints in the deck are presently allowing water penetration which has been causing corrosion of the structural steel girders. The bridge is being considered for replacement as per DOT policy 2405-1. The GDOT Office of Bridge Maintenance has determined that the cost to repair this bridge is greater than the cost of full bridge replacement. This criterion makes this project eligible for HBRRP (Highway Bridge Replacement and Rehabilitation Program) funding.

In addition, the low bridge girder chord has been measured to be 22'-9" above the railroad track (top-of-rail) that is currently being used by the Georgia & Florida Railway, a locally operated shortline railroad. This measurement does not conform to current railroad standards of at least 23'-0".

Social Economic Characteristics

Of the 96,065 residents of Dougherty County, the ethnic groups consist of 34.2% White and 63.7% African American, 1.5% Hispanic, and 1.1% Asian. The median household income along this project corridor was $30,127 (2003). The land parcels surrounding the project are primarily low density parcels of mostly residential neighborhoods.

Traffic Demand

As provided by the Office of Consultant Design, the Average Annual Daily Traffic (AADT) along this section of roadway is projected to be 15,816 AADT in 2008 and 25,566 AADT in 2028. Level-of-Service (LOS) is "B" for 2008 AADT. Truck traffic is estimated at 4% of all traffic.

Proposed Project Description

Project Number BRST-093-1(44) is being proposed to replace the southbound SR 133 bridge located on SR 133 / Moultrie Road over the Georgia & Florida Railway. The project extends for approximately 0.23 mile at road inventory milepost 9.32 to 9.74 and will include two lanes with a minor widening (reference the location map on page 2).

Logical Termini

The termini of the project are logical and will consist of only the required length to replace this bridge with respect to AASHTO recommendations.

Need and Purpose

Replacing this bridge is justified due to its current condition and nonconformity to present highway and design standards. Considering the age and existing geometry of the bridge, it would not be cost effective to rehabilitate, jack, and widen this structure. Upgrading the bridge will improve the operation and safety of the bridge and be a benefit to the entire surrounding community.

Is the project located in a Non-attainment area? ____ Yes __X__ No

PDP Classification: Major_____ Minor_X____
Federal Oversight: Full Oversight ( ), Exempt(X), State Funded( ), or Other ( )

Functional Classification: Rural Minor Arterial

U. S. Route Number(s): None **State Route Number(s):** 133

Traffic (AADT):
Current Year: 15,816 (2008) Design Year: 23,566 (2028)

Existing design features:

- Roadway Typical Section: 4-12' lanes with flush median with 2 lanes on southbound bridge and 2 lanes on northbound bridge. Bridges are individual structures.
- Posted speed: 45 mph
- Maximum degree of curvature: 0°
- Maximum Mainline Grade: 4.0%
- Maximum Driveway Grade: 10.0%
- Width of right of way: 160 ft.

- Major structures: 165 foot long x 24 foot wide deck steel/concrete composite bridge on concrete pier bents.
- Major interchanges or intersections along the project: None
- Existing length of Project Roadway Limits: 0.42 miles
- Existing length of Bridge: 5 Spans for a total length of 165 Feet

Proposed Design Features:

- Proposed typical bridge section: 2-12' lanes in southbound direction with 10 foot outside shoulder and 4 foot wide inside shoulder.
- Proposed Design Speed Mainline: 45 mph
- Proposed Maximum Grade Mainline: 5%
- Maximum Grade Allowable Mainline: 6%
- Proposed Maximum Degree of curve: 0°
- Maximum Degree Allowable: 8° 50'
- Right of way
    - Width: 160 ft.
    - Easements: Temporary (X), Permanent (X), Utility ( ), Other ( ).
    - Type of access control: Full ( ), Partial ( ), By Permit (X), Other ( ).
    - Number of parcels: 4 Number of displacements:
        - Business: 0
        - Residences: 0
        - Mobile homes: 0
        - Other: 0

- Structures:
    - Retaining walls: 250 LF
    - Bridges: 170 foot long x 38 foot wide deck southbound concrete Type II AASHTO girder/concrete deck bridge on concrete pier bents.

- Major intersections and interchanges: There are no major intersections or interchanges within project limits of construction. The U.S. 19 and S.R. 133 interchange is located approximately 500 Feet to the south of the project.

- Traffic control during construction: Shift both southbound traffic lanes to a single southbound lane on the northbound bridge. Shift northbound traffic into single northbound lane on the northbound bridge approach.

- Design Exceptions to controlling criteria anticipated:

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT:	( )	( )	(*X*)
ROADWAY WIDTH:	( )	( )	(*X*)
SHOULDER WIDTH:	( )	( )	(*X*)
VERTICAL GRADES:	( )	( )	(*X*)
CROSS SLOPES:	( )	( )	(*X*)
STOPPING SIGHT DISTANCE:	( )	( )	(*X*)
SUPERELEVATION RATES:	( )	( )	(*X*)
HORIZONTAL CLEARANCE:	( )	( )	(*X*)
SPEED DESIGN:	( )	( )	(*X*)
VERTICAL CLEARANCE:	( )	( )	(*X*)
BRIDGE WIDTH:	( )	( )	(*X*)
BRIDGE STRUCTURAL CAPACITY:	( )	( )	(*X*)

- Design Variances: None
- Environmental concerns: Three (3) residential parcels on the west side of the project along S.R. 133 qualify for the National Register of Historic Places. However, no acquired R/W from any of these parcels will be required on this project.
- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes ( ), No (x),
  - Categorical exclusion (*X*),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) – N/A
  - Environmental Impact Statement (EIS) – N/A
- Utility involvements:
  - Telephone – BellSouth
  - Power – Mitchell EMC
  - Gas – Albany Water, Gas & Light
  - Water – Albany Water, Gas & Light
  - Sewer – City of Albany
  - Cable TV – Mediacom
  - Railroad – GA-FL Railnet

Project responsibilities:

- Design: Cranston Engineering Group, P.C.
- Right of Way Acquisition: GDOT
- Relocation of Utilities: GDOT
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor
- Providing detours: None Required

Coordination

- Initial Concept meeting date: November 20, 2006
- Concept Team Meeting date: May 3, 2007
- P. A. R. meetings: None Required
- FEMA, USCG, and/or TVA: None

- Public involvement: None
- Local government comments:
- Other projects in the area: NH-006-2(57), P.I. No. 422570

Scheduling – Responsible Parties' Estimate 9-12 Months ADEQ 6/13/07

- Time to complete the environmental process: ~~16 Months~~
- Time to complete preliminary construction plans: 8 Months
- Time to complete right of way plans: 2 Months
- Time to complete the Section 404 Permit: N/A
- Time to complete Final Construction Plans: 8 Months
- Time to complete to purchase right of way: 8 Months

Other alternates considered: Other alternates included Structural Steel/Concrete Composite, Prestressed Box Beam, and a "no-build" condition. The "no build" alternate would not satisfy the Need & Purpose of the project. The cost of the structural steel beam and concrete box beam alternatives was determined to be approximately $ 430,000.00 higher than the preferred design of using concrete AASHTO Type II girders with a concrete deck.

Attachments:

1. Cost Estimates
2. Typical Sections
3. Traffic Data
4. Accident Data
5. Bridge Inventory
6. Minutes of Initial Concept Team Meeting
7. Minutes of Concept Team Meeting
8. Location and Design Notice

Estimate Report for file "432125"

Section Subgrade

Item Number	Quantity	Units	Unit Price	Item Description	Cost
201-1500	1	LS	7500.00	CLEARING & GRUBBING -	7500.00
205-0001	3225	CY	5.26	UNCLASS EXCAV	16963.50
206-0002	5200	CY	6.23	BORROW EXCAV, INCL MATL	32396.00
207-0203	50	CY	60.64	FOUND BKFILL MATL, TP II	3032.00
210-0100	1	LS	15000.00	GRADING COMPLETE -	15000.00
432-5010	550	SY	2.24	MILL ASPH CONC PVMT, VARIABLE DEPTH	1232.00
				Section Sub Total:	**$76,123.50**

Section Drainage

Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3107	150	CY	579.57	CLASS A CONCRETE, RETAINING WALL	86935.50
550-1180	400	LF	42.29	STORM DRAIN PIPE, 18 IN, H 1-10	16916.00
550-4218	4	EA	688.02	FLARED END SECTION 18 IN, STORM DRAIN	2752.08
603-2012	50	SY	54.91	STN DUMPED RIP RAP, TP 1, 12 IN	2745.50
603-7000	50	SY	4.98	PLASTIC FILTER FABRIC	249.00
668-1100	4	EA	2714.66	CATCH BASIN, GP 1	10858.64
				Section Sub Total:	**$120,456.72**

Section Pavement

Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5120	1100	SY	19.30	GR AGGR BASE CRS, 12 INCH, INCL MATL	21230.00
402-1811	150	TN	72.20	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL	10830.00
402-3121	560	TN	64.71	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	36237.60
402-3130	140	TN	67.80	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	9492.00
402-3190	190	TN	65.03	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	12355.70
413-1000	440	GL	2.07	BITUM TACK COAT	910.80
				Section Sub Total:	**$91,056.10**

Section Temporary Erosion Control

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	2	AC	564.57	TEMPORARY GRASSING	1129.14
163-0240	30	TN	178.21	MULCH	5346.30
163-0300	1	EA	2571.07	CONSTRUCTION EXIT	2571.07
163-0501	6	EA	953.61	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 1	5721.66
163-0522	120	EA	150.00	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS - TYPE A SILT FENCE	18000.00
165-0010	950	LF	0.97	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	921.50
165-0101	1	EA	677.10	MAINTENANCE OF CONSTRUCTION EXIT	677.10
171-0020	1900	LF	2.83	TEMPORARY SILT FENCE, TYPE B	5377.00
700-7010	5	GL	19.81	LIQUID LIME	99.05
				Section Sub Total:	**$39,842.82**

Section Permanent Erosion Control

Item Number	Quantity	Units	Unit Price	Item Description	Cost
700-6910	2	AC	971.51	PERMANENT GRASSING	1943.02
700-7000	6	TN	60.28	AGRICULTURAL LIME	361.68
700-8000	3	TN	348.95	FERTILIZER MIXED GRADE	1046.85
700-8100	100	LB	2.15	FERTILIZER NITROGEN CONTENT	215.00
710-9000	9000	SY	3.60	PERMANENT SOIL REINFORCING MAT	32400.00
				Section Sub Total:	**$35,966.55**

Section Signing and Marking

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	60	SF	14.94	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	896.40
636-2080	230	LF	11.35	GALV STEEL POSTS, TP 8	2610.50
653-0120	8	EA	70.40	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	563.20
653-1501	2800	LF	0.60	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	1680.00
653-1502	1000	LF	0.61	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	610.00
653-1704	100	LF	5.34	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	534.00
653-3501	1400	GLF	0.54	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	756.00
653-6004	400	SY	2.70	THERMOPLASTIC TRAF STRIPING, WHITE	1080.00
653-6006	300	SY	3.32	THERMOPLASTIC TRAF STRIPING, YELLOW	996.00
654-1003	160	EA	3.70	RAISED PVMT MARKERS TP 3	592.00
				Section Sub Total:	**$10,318.10**

Section Roadway Items

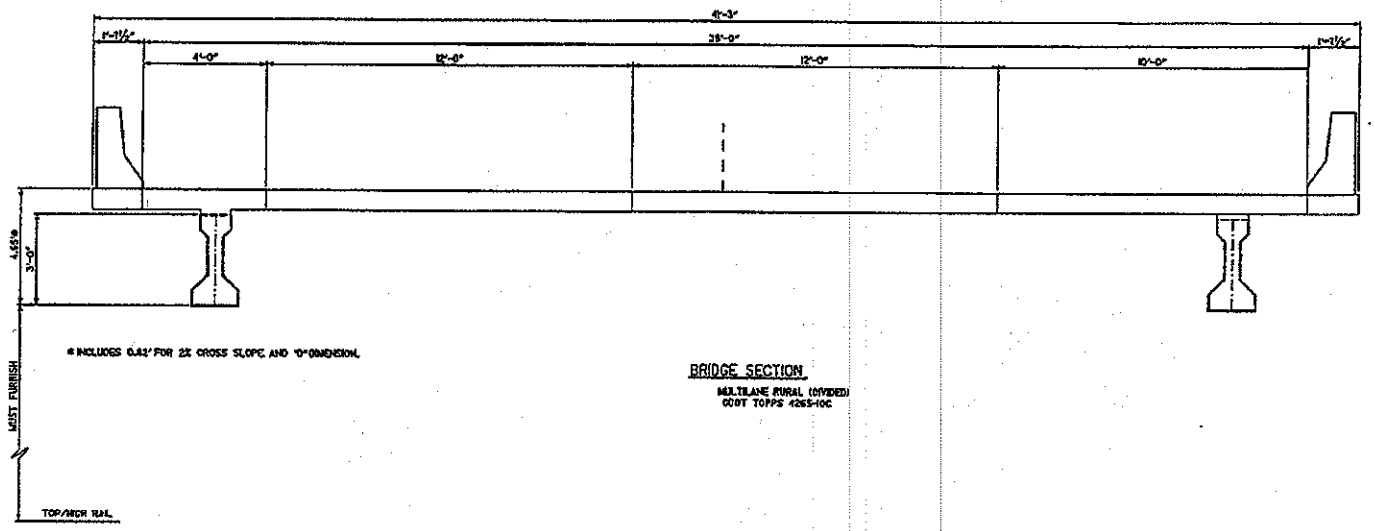
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	30000.00	TRAFFIC CONTROL -	30000.00
150-5010	1	EA	10701.89	TRAFFIC CONTROL, PORTABLE IMPACT ATTENUATOR	10701.89
318-3000	500	TN	18.92	AGGR SURF CRS	9460.00
433-1000	250	SY	143.76	REINF CONC APPROACH SLAB	35940.00
620-0100	1500	LF	37.33	TEMPORARY BARRIER, METHOD NO. 1	55995.00
641-1200	1400	LF	18.49	GUARDRAIL, TP W	25886.00
641-5012	4	EA	1829.52	GUARDRAIL ANCHORAGE, TP 12	7318.08
				Section Sub Total:	**$175,300.97**

Section Bridge Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
540-1101	1	LS	125000.00	REMOVAL OF EXISTING BR, STA NO -	125000.00
999-9999	1	Lump Sum	860000.00	BRIDGE	860000.00
				Section Sub Total:	**$985,000.00**

Total Estimated Cost: $1,534,064.76

Subtotal Construction Cost	**$1,534,064.76**
E&C Rate 10.0 %	$153,406.48
Inflation Rate 0.0 % @ 0.0 Years	$0.00
Total Construction Cost	**$1,687,471.24**
Right Of Way	$70,000.00
ReImb. Utilities	$0.00
Grand Total Project Cost	**$1,757,471.24**



* INCLUDES 0.42' FOR 2% CROSS SLOPE AND "D" DIMENSION.

BRIDGE SECTION

MULTILANE RURAL (DIVIDED)
COAT TOPPS 4265-10C

STRUCTURE ID: 095-0050-0
PROJ. ID: 432025-

CRANSTON, ROBERTSON & WHITEHURST, P.C.
SASTRY AND ASSOCIATES, INC.

GEORGIA
DEPARTMENT OF TRANSPORTATION
PRECONSTRUCTION DIVISION-OFFICE OF BRIDGE DESIGN

CONCEPT SECTION

SR33 SBL OVER GA-FLA RAILNET, INC.

DOUGHERTY COUNTY

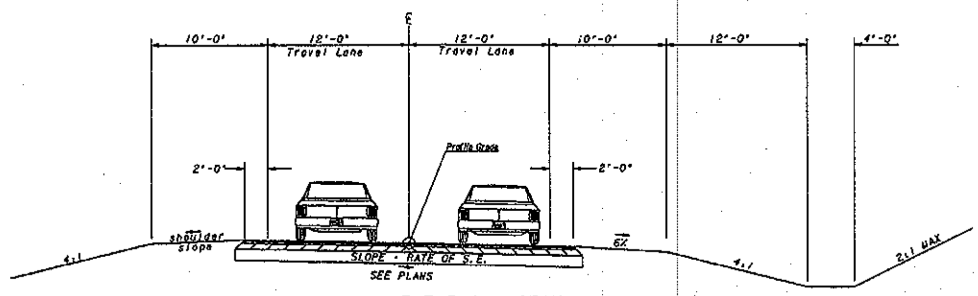
NO SCALE

JULY 2006

BRIDGE SHEET 1 OF 1

DATE | REVISIONS | BY

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



MAINLINE TYPICAL SECTION

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN

TYPICAL SECTIONS

SR 133 SBL OVER GA-FL
RAILNET, INC.

DRAWING No. 5-

P:\GRIP\Misc\GRIP Typicals.dgn 4/4/2007 4:46:38 PM

Figure 4 – Existing Traffic Data

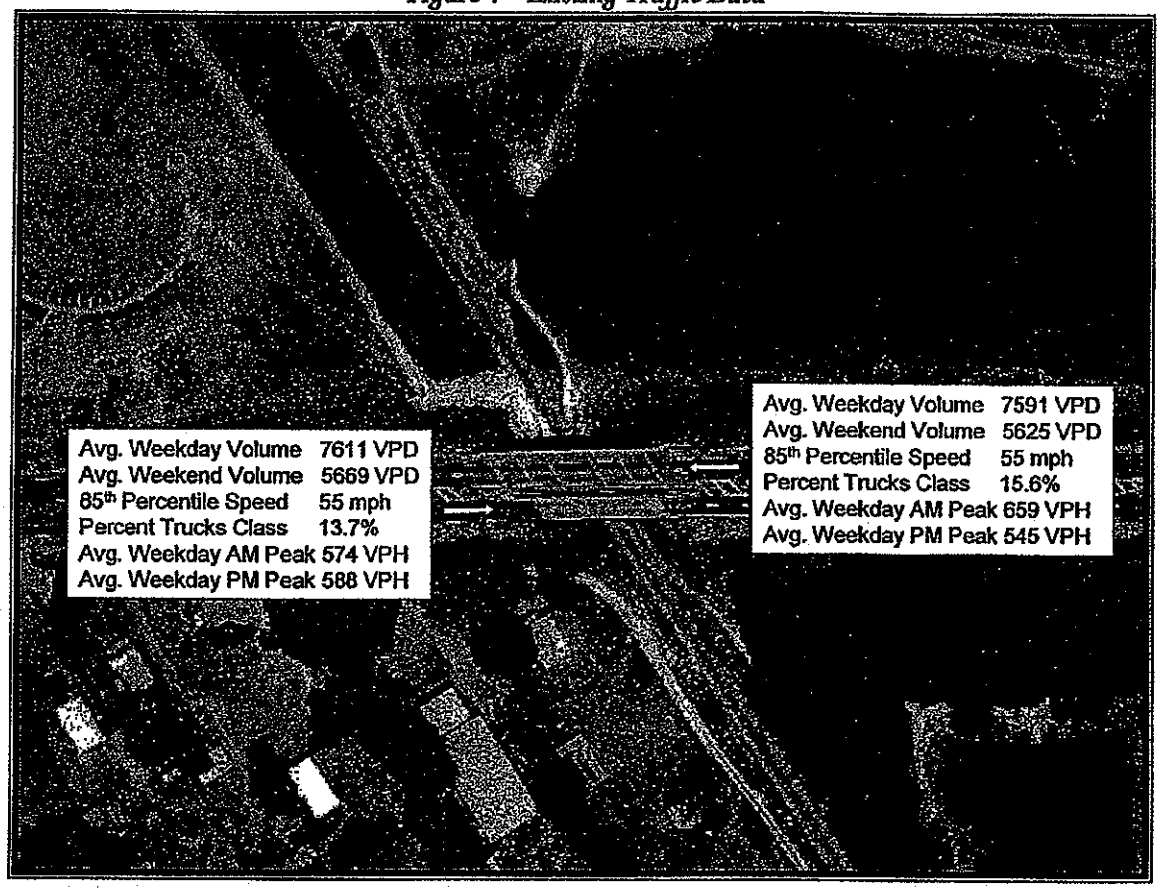


Table 3 – Summarized Accident Data

Milepost	2001		2002		2003		2004		2005	
	Accident Type	# of Accidents	Accident Type	# of Accidents	Accident Type	# of Accidents	Accident Type	# of Accidents	Accident Type	# of Accidents
9.07 to 9.12			SideSwipe	1					Rear-End	1
9.12 to 9.18							SideSwipe	1		
9.29 to 9.35			Rear-End	1						
9.35 to 9.41							Angle	1		
9.47 to 9.52							Tree	1	Overturn	1
							SideSwipe	1		
BRIDGE										
9.69 to 9.75									Post	1
9.75 to 9.81	Rear-End	10	Rear-End	6	Rear-End	1	Rear-End	1	Rear-End	1
	Angle	2	Angle	3	Angle	1			Angle	1
	Median	1			Pole	1			SideSwipe	2
9.81 to 9.86			Angle	1	Rear-End	1	Angle	3	Angle	1
					SideSwipe	1				
9.86 to 9.92					SideSwipe	1	Rear-End	1	Rear-End	1
									Post	1
9.92 to 9.98	Rear-End	1	Rear-End	1	Angle	3			Angle	2
	Angle	2	Angle	1					SideSwipe	1
	Median	1								
9.98 to 10.03							Angle	2		
10.09 to 10.15					Angle	1				
10.15 to 10.20	Angle	2	Rear-End	1	Rear-End	2			Rear-End	1
			Angle	2					Angle	1
									Bike	1
10.20 to 10.26							Angle	1		
10.37 to 10.43			Rear-End	1			SideSwipe	1	Head-on	1
			Angle	1						
10.43 to 10.49	Rear-End	15	Rear-End	7	Rear-End	9	Rear-End	3	Rear-End	3
	Angle	4	Angle	9	Angle	5	Angle	8	Angle	4
	Median	1	Pole	1	Head-on	1			Deer	1
	SideSwipe	2			SideSwipe	2			SideSwipe	1

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 095-0050-0 **Dougherty** SUFF. RATING 65.66

Location & Geography

*	Structure I.D.No:	095-0050-0	
	200 Bridge Information	06	
*	6A Feature Int:	CSX RAILROAD	
*	6B Critical Bridge:	0	
*	7A Route Number Carried:	SR00133	
*	7B Facility Carried:	SR 133 (SBL)	
*	9 Location:	ALBANY - SE SECTION	
	2 DOT District:	4	
	207 Year Photo:	2005	
*	91 Inspection Frequency:	24 Date: 12/06/2005	
	92A Fract Crit Insp Freq:	00 Date: 02/01/1901	
	92B Underwater Insp Freq:	00 Date: 02/01/1901	
	92C Other Spc. Insp Freq:	00 Date: 02/01/1901	
*	4 Place Code:	01052	
*	5 Inventory Route (O/U):	1	
	Type:	3	
	Designation:	1	
	Number:	00133	
	Direction:	0	
*	16 Latitude: 31-33.0	MMS Prefix: SR	
*	17 Longitude: 084-07.3	MMS Suffix: 00 MP: 9.70	
	98 Border Bridge:	000 %Shared: 00	
	99 ID Number:	000000000000000	
*	100 STRAHNET:	2	
	12 Base Highway Network:	1	
	13A LRS Inventory Route:	951013300	
	13B Sub Inventory Route:	0	
*	101 Parallel Structure:	L	
*	102 Direction of Traffic:	1	
*	264 Road Inventory Mile Post:	009.53	
*	208 Inspection Area:	11 Initials: JWH	
	Engineer's Initial:	sgm	

* Location I.D. No.: 095-00133D-009.70N

*	104 Highway System:	0	
*	26 Functional Classification:	14	
*	204 Federal Route Type:	F No.: 00931	
	105 Federal Lands Highway:	0	
*	110 Truck Route:	0	
	206 School Bus Route:	1	
	217 Benchmark Elevation:	0214.07	
	218 Datum:	3	
*	19 Bypass Length:	01	
*	20 Toll:	3	
*	21 Maintenance:	01	
*	22 Owner:	01	
*	31 Design Load:	2	
	37 Historical Significance:	5	
	205 Congressional District:	02	
	27 Year Constructed:	1941	
	106 Year Reconstructed:	0000	
	33 Bridge Median:	1	
	34 Skew:	30	
	35 Structure Flared:	0	
	38 Navigation Control:	N	
	213 Special Steel Design:	0	
	267 Type of Paint:	2	
*	42 Type of Service on:	1	
		2	
	214 Movable Bridge:	0	
	203 Type Bridge:	A-O-M-O	
	259 Pile Encasement:	3	
*	43 Structure Type Main:	3 02	
	45 No. Spans Main:	005	
	44 Structure Type Appr:	0 00	
	46 No. Spans Appr:	0000	
	226 Bridge Curve Horz:	0 Vert: 1	
	111 Pier Protection:	0	
	107 Deck Structure Type:	1	
	108 Wearing Surface Type:	1	
	Mc	0	
	F	0	

Signs & Attachments

	225 Expansion Joint Type:	02	
	242 Deck Drains:	0	
	243 Parapet Location:	0	
	Height:		0.00
	Width:		0.00
	238 Curb:		1.30 1
	239 Handrail:	1 1	
*	240 Median Barrier Rail:	0	
	241 Bridge Median Height:		0.00
	Width:		0.00
*	230 Guardrail Loc Dir Rear:	3	
	Fwrd:	3	
	Oppo Dir Rear:	0	
	Fwrd:	0	
	244 Approach Slab:	3	
	224 Retaining Wall:	0	
	233 Posted Speed Limit:	45	
	236 Warning Sign:	0	
	234 Delineator:	0	
	235 Hazard Boards:	0	
	237 Utilities Gas:	00	
	W	00	
	Ele	00	
	Telephone:	00	
	Se	00	
	247 Lighting Street:	0	
	Naviagtion:	0	
	Aerial:	0	
*	248 County Continuity No.:	00	

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 095-0050-0 **Dougherty** SUFF. RATING 65.66

Programming Data

201 Project No.: WPGS 210-A (1)
202 Plans Available: 4
249 Prop. Proj. No. BRST-093-1 (44)
250 Approval Status: 0000
251 P.I. No.: 432125-
252 Contract Date: 02/01/1901
260 Seismic No.: 00000
75 Type Work: 34 1
94 Bridge Imp. Cost: $ 157
95 Roadway Imp. Cost: $ 272
96 Total Imp Cost: $ 527
76 Imp. Length: 001485
97 Imp. Year: 1990
114 Future ADT: 026880 Year: 2026

Hydraulic Data

215 Waterway Data
Highwater Elev.: 0000.0 Year: 1900
Avg. Streambed Elev.: 0000.0 Freq.: 00
Drainage Area: 00000
Area Of Opening: 000000
113 Scour Critical: N
216 Water Depth: 00.0 Br. Height: 00.0
222 Slope Protection: 0
221 Spur Dikes Rear: 0 Fwrd: 0
219 Fender System: 0
220 Dolphin: 0
223 Culvert Cover: 000
Type: 0
No. Barrels: 0
Width: 0.00 Height: 0.00
Length: 0 Apron: 0
* 265 U/W Insp. Area: 0 Diver: ZZZ

* Location I.D. No.: 095-00133D-009.70N

Measurements

* 29 ADT: 017920 Year: 2006
109 % Trucks: 0
* 28 Lanes On: 02 Under: 00
210 No. Tracks On: 00 Under: 01
* 48 Max. Span Length: 0045
* 49 Structure Length: 165
51 Br. Rwdy. Width: 23.80
52 Deck Width: 27.70
* 47 Tot. Horz. Cl: 23.80
50 Curb/Sdewlk Width: 1.00/1.00
32 Approach Rdwy Width: 038
* 229 Shoulder Width:
Rear Lt: 10.00 Type: 2 Rt: 4.00
Fwrd Lt: 10.00 Type: 2 Rt: 4.00
Pavement Width:
Rear: 24.00 Type: 2
Fwrd: 24.00 Type: 2
Intersection Rear: 0 Fwrd: 0
36 Safety Features Br. Rail: 2
Transition: 2
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl.Over: 99 ' 99 "
Under: R 22 ' 00 "
* 228 Min. Vertical Cl
Act. Odm Dir: 99 ' 99 "
Oppo. Dir: 99 ' 99 "
Posted Odm. Dir: 00 ' 00 "
Oppo. Dir: 00 ' 00 "
55 Lateral Undercl. Rt: R 11.00
56 Lateral Undercl. Lt: 0.00
* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
39 Nav Vert Cl: 000 Horz: 0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main: 7.00
Deck Thick Approach: 0.00
246 Overlay Thickness: 0.00
212 Year Last Painted: Sup: 1986 Sub: 0000

Ratings

65 Inventory Rating Method: 1
63 Inventory Rating Method: 1
66 Inventory Type: 2 Rating: 28
64 Operating Type: 2 Rating: 47
231 Calculated Loads
H-Modified: 21 0
HS-Modified: 30 0
Type 3: 25 0
Type 3s2: 39 0
Timber: 34 0
Piggyback: 40 0
261 H Inventory Rating: 20
262 H Operating Rating: 33
67 Structural Evaluation: 6
58 Deck Condition: 6
59 Superstructure Condition: 7
* 227 Collision Damage: 0
60A Substructure Condition: 7
60B Scour Condition: N
60C Underwater Condition: N
71 Waterway Adequacy: N
61 Channel Protection Cond: N
68 Deck Geometry: 2
69 UnderClr. Horz/Vert: 4
72 Appr. Alignment: 4
62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
41 Struct Open, Posted, Cl: A
* 103 Temporary Structure: 0
232 Posted Loads H-Modified: 00
HS-Modified: 00
Type 3: 00
Type3s2: 00
Timber: 00
Piggyback: 00
253 Notification Date 02/01/1901
253 Fed Notify Date: 02/01/1901 0

Cranston Engineering Group, P.C.
ENGINEERS - PLANNERS - SURVEYORS

462 ELLIS STREET, AUGUSTA, GEORGIA 30901
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TELEPHONE 706-722-1568
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mail@cranstonengineering.com

THOMAS H. ROBERTSON, PE, AICP, RLS
ELDRIDGE A. WHITEHURST, JR., PE
JAMES B. CRANFORD, JR., PE
DENNIS J. WELCH, PE

J. CRAIG CRANSTON, PE, RLS
(RETIRED)

INITIAL CONCEPT TEAM MEETING

BRST-093-1(44)
P.I. No. 432125

S.R. 133 South Bridge Replacement over Georgia & Florida RailNet
Albany, Georgia

MEETING MINUTES

November 20, 2006

9:00 A.M. to 10:30 A.M.

Attendees:

David Norwood, GDOT/OCD
Jennifer Dudley, Edwards PitmanEnvironmental
Tom Nix, Continental Aerial Surveys
Gary Webb, Terrell, Hundley & Carroll
Randy Casagrande, City of Albany
Ken Breedlove, City of Albany
Billy Pate, Mitchell EMC
Bill Bradley, Dougherty County
Danny Gay, GDOT Traffic Operations
Ken Cheek, GDOT District 4 Utilities
Darrell Osborne, GDOT R/W
Joe Cowan, GDOT District Construction
Brent Thomas, GDOT District Preconstruction
Tim Warren, GDOT Utilities
Van Mason, GDOT District 4 Traffic
Speedy Boutwell, Wolverton & Associates
Aruna Sastry, Sastry and Associates
Joe Sheffield, GDOT Tifton
Jim Cranford, Cranston Engineering Group

David Norwood opened the meeting and welcomed all attendees. The attendees were introduced and the meeting was turned over to Jim Cranford to discuss the proposed bridge project.

1. The design team was introduced and identified as follows:

   David Norwood - Project Manager - GDOT/OCD
   Jim Cranford - Project Consultant Manager - Cranston Engineering Group, P.C.
   Speedy Boutwell - Traffic Engineer - Wolverton & Associates, Inc.
   Aruna Sastry - Project Bridge Engineer - Sastry & Associates, Inc.
   Jennifer Dudley - Project Environmental Consultant - Edwards Pitman Environmental
   Gary Web - Project R/W Acquisition - Terrell, Hundley & Carroll Right of Way Services, Inc.
   Tom Nix - Aerial Photography and Photogrammetry - Continental Aerial Surveys

2. David Norwood will be the Project Manager for GDOT. Jim requested that all correspondence, requests, and questions be routed through David for handling.

3. The Project Team Responsibilities were identified as follows:

   CRW - Prime Consultant, Project Management, Concept Development, Roadway,Surveying
   Wolverton & Associates, Inc. - Concept Development, Roadway & Bridge QA/QC, Traffic
   Sastry & Associates, Inc. - Concept Development, Bridge Design
   United Consulting - Geotechnical Engineering, Roadway Soil Survey, BFI
   Edwards-Pitman Environmental, Inc. - Environmental
   Continental Aerial Surveys, Inc. - Aerial Photography and Photogrammetry
   Terrill, Hundley, & Carroll Right of Way Services, Inc. - R/W Appraisal and Acquisition

4. The Need and Purpose Statement was discussed with the attendees and tabled for discussion. No questions or change requests were received at that time.

5. Jim Cranford presented the project to the attendees. The project is currently scoped to replace only the southern bridge at the site. Jim stated that preliminary discussions with railroad personnel indicates that the tracks are owned by CSX and leased by Georgia & Florida RailNet. The minimum vertical clearance will need to be 23 feet. The bridge typical section will include two 12 foot lanes with a 4 foot inside shoulder and 10 foot outside shoulder Aruna Sastry said that the existing 5 span steel girder bridge would be replaced with a 3 span concrete girder bridge. Wolverton has completed the traffic study. Speedy Boutwell said that the eastbound traffic can be shifted onto the northern bridge during the demolition and replacement of the southern bridge. The current traffic counts will allow for two lanes of traffic, one lane in each direction on the northern bridge. The roadway will operate at a LOS E during construction at the peak hour. Joe Cowan suggested that the northern bridge should be considered for replacement if warranted. Since the new bridge will be constructed with a deck higher than the northern bridge, a retaining separation wall with attenuators would be required. Aruna Sastry stated that the northern bridge was near the end of its life span and was observed to be leaking through

the joints. He agreed that the bridge should be replaced at this time. Joe Cowan and Aruna said that the both bridges could be replaced as a single bridge. There will be no major staging issues with this concept. David Norwood suggested that a meeting with Paul Liles at the State Bridge Design Office be held. David, Jim, and Aruna will request a meeting with Paul to discuss the northern bridge and whether or not to include it in the project scope.

6. The project environmental screening has been completed. There were no major issues to discuss.

7. Anticipated Public Involvement - Although a public meeting will not be required, Darrell Osborne suggested that a Public Information Open House be conducted for the project. A final decision was not made at the meeting.

8. Jim Cranford said that no additional information regarding the project is necessary at this time. The scope regarding one bridge replacement or two bridge replacements will be needed to develop the final concept.

9. The project schedule was discussed. Currently, only 4 to 5 parcels will be impacted and may allow for improvement on the time required to acquire R/W.

10. The meeting adjourned at approximately 10:30 A.M..

Respectfully Submitted:

James B. Cranford, Jr., P.E.

Cranston Engineering Group, P.C.
ENGINEERS - PLANNERS - SURVEYORS

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JAMES B. CRANFORD, JR., PE
DENNIS J. WELCH, PE

J. CRAIG CRANSTON, PE, RLS
(RETIRED)

CONCEPT TEAM MEETING

Brst-093-1(44)
P.I. No. 432125

SR 133 Southbound Bridge Replacement over Georgia & Florida Railway
Albany, Georgia

MEETING MINUTES

May 3, 2007

10:30 A.M. to 12:00 P.M.

Attendees:

David Norwood – GDOT Office of Consultant Design
Joe Cowan – GDOT District Construction
Bill Bradley – Dougherty County Public Works
Tim Warren – GDOT District Utilities
Van Mason – GDOT District Traffic Engineering
Shane Pridgen – GDOT District Planning
David Hamilton – City of Albany
Tony Cravey – GDOT District 4/AS
Ken Breedlove – City of Albany
James Young – Georgia & Florida Railway
Jennifer Dudley – Edwards Pitman
Jim Cranford – Cranston Engineering Group
Jack Shick – Cranston Engineering Group
Leah Guillebeau – Cranston Engineering Group
Aruna Sastry – Sastry and Associates
Dan Wilkins – Sastry and Associates

Discussion:

1. David Norwood opened the meeting at 10:30 A.M. and thanked everyone for attending. The attendees were introduced and then the meeting was turned over to the Consultant Project Manager, Jim Cranford of Cranston Engineering Group.

2. Jim Cranford identified the Project Design Team assignments as follows:

Cranston Engineering Group, P.C. – Prime Consultant, Project management, Concept Development, Surveying, Roadway Design
Wolverton & Associates, Inc. – Roadway and Bridge QC/QA, Traffic Engineering
Sastry & Associates, Inc. – Concept Development, Bridge Design
United Consulting – Geotechnical Engineering, Roadway Soil Survey, BFI
Edwards-Pitman Environmental, Inc. – Environmental Document
Continental Aerial Surveys, Inc. – Aerial Photography and Photogrammetry
Terrill, Hundley, & Carroll Right of Way Services, Inc. – R/W Appraisal and Acquisition

3. Jim Cranford discussed the Need and Purpose of the project and reviewed the Statement which was prepared by the GDOT Office of Planning for inclusion within the Draft Concept Report. No comments on the Need and Purpose Statement were voiced during the meeting.

4. The layout of the proposed project as well as the Maintenance of Traffic was discussed with the group. Jim Cranford stated that all traffic will be shifted to the northbound bridge during the new southbound bridge construction. It was stated that the Level of Service along the roadway is currently at a LOS A while during construction it will be a LOS E due to the closure of the southbound bridge. Van Mason raised some concerns about the possible impacts to the traffic flow along this roadway during construction and a discussion of possible alternative routes ensued. It was determined that there is no economically feasible alternative to the proposed Maintenance of Traffic Plan, and that we should proceed with the MOT plan as presented.

5. Aruna Sastry discussed the alternatives which were evaluated for the bridge structure including Structural Steel/Concrete Composite and a Prestressed Box Beam structure. It was determined that the construction using AASHTO Type III girders would be approximately $400,000 less in structural cost than any of the other alternatives.

6. Van Mason requested that some separation be provided between opposing lanes of traffic on the northbound bridge during construction. The width of the existing northbound bridge to be used during construction is approximately 41 feet. Adequate separation will be provided between the two lanes on the final MOT Plan in the form of a striped flush median.

7. Cranston Engineering Group was requested to investigate shifting the location of the new bridge away from the existing bridge in order to provide the contractor with more space to work during construction. This will be investigated during the development of the Preliminary Construction Plans.

8. Potential utility issues were discussed. Ken Breedlove of the City of Albany requested that a 4" Conduit for future traffic engineering applications be placed on the new bridge structure. Ken said that the correct name for the gas and water utility

company should be Water, Gas & Light. The sewer utility company should be City of Albany. Tim Warren of GDOT District Utilities said that he is unsure of Mitchell EMC being on the project. Tim will check the names of all of the utilities and get back with David Norwood or Jim Cranford with the correct names and addresses.

9. There was a discussion of whether the guardrail and shoulders on the east side of the northbound bridge approach should be included in the project scope. These items do not conform to the latest GDOT design standards. It was determined that David Norwood would check in order to determine if we would need to upgrade these roadway items as part of the design scope.

10. Jennifer Dudley from Edwards Pitman provided a report on the status of the Environmental Document. All surveys have been completed except for Archeology which should be completed in July of 2007. She stated that no issues with either historical properties or ecology are expected. She did indicate that migratory birds may nest under the bridge and that a special provision would be needed for the contract documents. Either a Categorical Exclusion or a Programmatic Categorical Exclusion document is expected on this project. The environmental document is scheduled to be approved on or before November 30, 2007. No Underground Storage Tanks are present within the project limits.

11. A discussion on public involvement was held. It was determined by David Norwood that a Public Information Open House will not be required for this project. However, letters will be sent to the adjacent property owners to notify them of the project and to provide them with the anticipated project schedule. David Norwood will prepare and mail the letter.

12. Jim Cranford discussed the preliminary cost estimate which was developed for the project concept report. The current cost estimate for the project is approximately $1.75 Million.

13. The project schedule was discussed. The R/W Plans are scheduled to be approved by April 11, 2008. The Final Plans will be submitted for approval by December 19, 2008.

14. The meeting adjourned at 12:00 P.M.

Respectfully Submitted:

James B. Cranford, Jr., P.E.